

**MINUTES OF LAYTON CITY
COUNCIL WORK MEETING**

FEBRUARY 18, 2016; 5:30 P.M.

**MAYOR AND COUNCILMEMBERS
PRESENT:**

**MAYOR BOB STEVENSON, BRUCE DAVIS, TOM
DAY, SCOTT FREITAG AND JOY PETRO**

ABSENT:

JOYCE BROWN

STAFF PRESENT:

**ALEX JENSEN, GARY CRANE, TERRY COBURN,
JAMES “WOODY” WOODRUFF, BILL WRIGHT,
PETER MATSON, WESTON APPLONIE, DAVID
PRICE, KENT ANDERSEN AND THIEDA
WELLMAN**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Stevenson opened the meeting and turned the time over to Staff.

AGENDA:

PRESENTATION – TRANSPORTATION MASTER PLAN

James “Woody” Woodruff, City Engineer, introduced Stephen Ward with Horrocks Engineering. He said Mr. Ward would be giving an overview of the Transportation Master Plan document that was included in the packet. Woody said Staff would come back at a later date to review impact fee information.

Mr. Ward said the Transportation Master Plan was done with the exception of Council’s review and approval. He reviewed information about the public open house that was held in April of last year and the online comments that were received. Mr. Ward explained the locations where traffic data was collected and he displayed a map that included the data that had been collected. He displayed a map of the existing roadway network with functional classification of each road. Mr. Ward reviewed level of service information; D was an acceptable level of service. He mentioned the importance of balancing spending with levels of delay; the goal was to bring all roads to level D service.

Mr. Ward presented information about what they projected would happen to the roads through 2040. They looked at land use planning to project travel demand. He displayed a map of level of service to 2040 with no additional roads; this was what justified the Capital Facilities Plan. He displayed a map that showed those projects that would be included in the Capital Facilities Plan.

Councilmember Day asked about the alignment of 2700 West.

Woody said there was a network of roads that would allow for movement from Hill Field Road north to Gordon Avenue. The big concern was continuing 2700 West north through the neighborhood.

Mayor Stevenson mentioned the alignment with the Adams development on the northeast corner of 2200 West and Hill Field Road.

Woody explained the logistics of keeping traffic flowing from arterial to arterial. He said the models didn’t show a need for more than three lanes north of Hill Field Road.

Alex Jensen, City Manager, said this was a recommendation from Staff considering Staff’s expertise and the contractor’s expertise. Traffic flow north of Hill Field Road at 2700 West would depend on where

people were headed; they would either go east or west to another arterial at Hill Field Road. Rather than creating another main thoroughfare through a neighborhood to Gordon Avenue, it would be better to spread the traffic east and west.

Woody mentioned the impact of the power line corridor.

Mr. Ward said they also wanted to make 2700 West north of Gentile Street to Hill Field Road more attractive to keep traffic off of Gentile Street.

There was discussion about the 2700 West connection on Hill Field Road and the location of the connection.

Alex said this was Staff's recommendation; ultimately it was up to the Council to make the decision. This was the recommendation after review by Staff and the consultants.

Woody said there were concepts that were sent to the Council about the intersection and area; he would send it again for review and then meet again on that decision.

Alex said this was planning for the future; that entire area would change. There had to be a transportation system to accommodate growth in west Layton including commercial development.

Councilmember Day indicated that he wanted more discussion about that intersection.

Mr. Ward said if the proposed improvements were completed, the level of service for the City would be D. He said the West Davis Corridor would help a lot to relieve traffic on City streets.

Mr. Ward reviewed information about the Capital Facilities Plan costs; the total cost for Layton City would be \$95,681,000. The 10 year plan would cost \$56,193,000. He said impact fees would help with those costs and there was a possibility of receiving Wasatch Regional Council money. Mr. Ward said the City should try to get as many grants as possible to help offset those costs.

Mr. Ward indicated that there were other transportation related items included in the Master Transportation Plan, including alternative modes of transportation, school zone planning, optimizing the signal network, connectivity, safety, ADA compliance, corridor preservation, and traffic impact studies.

Councilmember Freitag asked what was included in alternative modes of transportation.

Mr. Ward said it included everything other than by car; the trails network, transit, and bikes.

Mr. Ward indicated that the next step was for the Council to read as much of the Plan as possible; review it internally and make final decisions, particularly with 2700 West. He said they welcomed the Council's comments and criticism; if there was something the Council didn't like they would get it fixed. Mr. Ward said adoption of the Plan would be at a later date, and then review of impact fees would follow. He said the Impact Fee Facilities Plan was one way to pay for needed improvements, which was really the 10-year Capital Facilities Plan. Mr. Ward said they would come back for adoption of the Impact Fee Facilities Plan and the Capital Facilities Plan.

Councilmember Freitag asked what Horrocks was contracted to do relative to the Plan.

Mr. Ward said they were contracted to do everything, but Zions Bank would handle the impact fee analysis portion of the Plan as a subcontractor to Horrocks Engineering.

Councilmember Freitag asked if adoption of the Plan was a public hearing.

Alex said no; the Council could take public input if they wanted but it wasn't required.

Councilmember Freitag asked what other cities did.

Gary Crane, City Attorney, said only one public meeting was required, which had already been done.

Councilmember Freitag asked if there could be a public hearing on one night and adoption of the Plan on another night.

Gary said it could be done either way.

Councilmember Freitag said he would prefer two separate meetings.

Mayor Stevenson said there needed to be a review of the connection from Hill Field Road to Gordon Avenue.

Councilmember Petro said she would like to see how traffic from the new school would play into this.

Woody said that traffic would probably use Layton Parkway.

Dawn Fitzpatrick, Planning Commissioner, said she would like the Planning Commission involved in the review process. She suggested a joint strategic planning meeting.

Mayor Stevenson said that would be okay.

Mr. Ward thanked the Council for their time.

Councilmember Freitag expressed appreciation to Staff and Mr. Ward for their good work.

FEMA APPEAL UPDATE

Woody said Staff wanted to provide an update of the FEMA appeal. He reviewed the history of the appeal indicating that 119 homes were added to the list of homes in a flood plain. Woody said the City was concerned with the hydrogeology portion of the plan. The City filed an appeal a little over a year ago and had hired Bowen Collins & Associates to help with the appeal. He said they had a meeting with FEMA in September and had seen some great changes.

Jamie Huff, Risk MAP Program Manager with the State of Utah, indicated that they partnered with FEMA. The study was started in 2010 and looked at Kays Creek and the north fork of Holmes Creek. Ms. Huff indicated that the flood map identified areas of flood risk; they updated the maps based on events and anticipated development. She said a preliminary updated map was provided in 2014 and a community meeting was held. At that time, Davis County communities had expressed concerns with flow rates into streams; Layton, Bountiful, Farmington and Davis County had filed an appeal.

Ms. Huff said they were moving forward with addressing the concerns in the appeal; the appeal by Layton City addressed hydrology, updated structures, culvert information and topography. She said the Utah DEM and the engineering contractor was working on the revised analysis. Ms. Huff said it looked like the flow rates were decreasing. She reviewed information about the timeline for the study process. Ms. Huff indicated that they anticipated a revised preliminary plan by spring 2017 and a final plan by fall 2018.

Mayor Stevenson asked Woody if the City was feeling better about this.

Woody said yes; Staff believed that flows would be much lower. He said generally, everyone in the County was happy with the direction things were going.

Councilmember Petro said there were a lot of people at the public meeting; were they being kept apprised

of what was happening.

Woody said after the hydrology process, they would be keeping the public informed.

Councilmember Freitag asked once the determination was made, were there things the City could do to mitigate any concerns.

Woody said they wouldn't know what improvements would need to be made until after the study was completed. The City was aware of some things that needed to be improved.

Alex said once the study was done, the City could make the necessary changes and submit those changes.

Woody explained the process for making changes and having the flood maps revised.

Kathy Holder, State Floodplain Manager, reviewed risk management information relative to floods. She reviewed insurance coverage information in the City and the number of flood claims.

Council and Staff discussed flood insurance in the City.

Ms. Holder left pamphlets for the public.

AMEND TITLE 3, SECTION 3.15.10 (CONSOLIDATED FEE SCHEDULE); AND TITLE 19, SECTIONS 19.06.010, 19.21.020(8) AND 19.21.045 ESTABLISHING REGULATIONS FOR MOBILE FOOD VENDORS – ORDINANCE 16-06

Councilmember Freitag said with the changes made by Staff he was good with the ordinance.

Bill gave a brief overview of the ordinance. He said Staff removed any opportunity for food trucks to operate on a public right of way. Bill indicated that food vendors could apply for a special event permit and road closure to do a special event similar to the one held in Constitution Circle. He said Staff received consensus from the business owners on the changes.

PRESENTATION – HIGHWAY 89 CORRIDOR PLANNING

Alex said Staff wanted to present information about the Highway 89 corridor. He said UDOT wanted to move ahead with updates to Highway 89. The City should consider what it would like to see ahead of those improvements. Alex said parks and recreation improvements, infrastructure improvements and economic development opportunities in particular should be considered with the connection at Gordon Avenue.

David Price, Parks and Recreation Director, said in looking at the Adams Canyon Trailhead, there were problems with adequate parking in the area. He said Staff hoped to be able to move forward with addressing this before the Highway 89 improvements; Staff was working on some land issues in the area. He said at each interchange, Staff wanted to make sure there was a strong pedestrian crossing for people moving east to west. This would be critical for the City. David said Staff was looking at a pedestrian underpass and wildlife crossing at Antelope Drive. He said the City should consider asking UDOT to provide a separated bike lane for commuting and recreational travel parallel to Highway 89. David said Staff was also looking at a trail from Hobbs Pond to Adams Canyon, which would need a pedestrian underpass to cross Highway 89.

Alex said Staff would be meeting with UDOT next week to discuss the one-way frontage roads and would be presenting this information to them to integrate these ideas into their design. He said it would be important to have UDOT and the County share in the costs of the improvements.

Bill explained some of the ideas at the commercial node at the Gordon Avenue connection. He said this

would be a great opportunity for a Highway 89 commercial center to provide services to residents on the east side of the City.

Mayor Stevenson said it would be wise to do as much preplanning as possible.

The meeting adjourned at 7:00 p.m.

Thieda Wellman, City Recorder